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Daily Press.

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Hongkong, 1st March, 1905. [a2866]

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Hongkong, 9th May, 1905. [a168]

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ROAD, KOWLOON, under the Style of the

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executed in the shortest time, and earnestly hope

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Hongkong, 9th March, 1905. [a680]

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Hongkong, 17th January, 1905. [a101]

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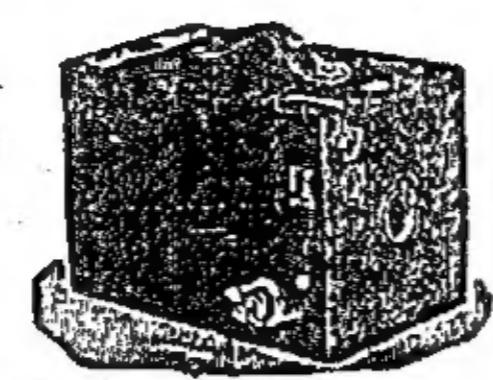
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[a685]

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Hongkong, 9th May, 1905. [a36]

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Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

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Hongkong, 10th June 1905. [a1061]

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Special Rates for Tourists.

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Hongkong, 1st October, 1902. [a48]

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Hongkong, 7th October, 1904. [a44]

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Macao is 40 miles south-west of Hongkong.

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133

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Correspondents must forward their names and addresses with communications addressed to the Editor,
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All letters for publication should be written on
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No anonymously signed communications that have
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The Daily Press.

HONGKONG OFFICE: 14, DESVaux ROAD.
LONDON OFFICE: 151, Fleet Street, E.C.

HONGKONG, MAY 25TH, 1905.

The decision just rendered by the Hague Tribunal in the matter of the dispute between the Japanese Government and the foreign communities in Japan will doubtless be loyally accepted by Japan as an authoritative interpretation of her treaty obligations. The dispute arose, five years ago, over the interpretation of a clause in the Revised Treaties concluded with the Powers for the surrender of "extra-territoriality"—that is to say, the surrender of the governmental and judicial jurisdiction of the Foreign Powers over their respective subjects in Japan. Under these Treaties the old Foreign Settlements were incorporated with the respective Japanese communes to form part of the general municipal system of Japan. But while the Japanese authorities assumed all municipal obligations and duties in respect thereof, and the common funds and property (if any) belonging to such Settlements were transferred to the Japanese authorities, the Treaties contained a stipulation which may at first sight be regarded as somewhat hard on the Japanese municipalities, but when everything is considered it must be allowed that the negotiators of the Treaties were justified by the circumstances in demanding such a concession as this disputed clause was alleged by the foreign communities to confer. In the British treaty, which was the first to be concluded, the clause reads as follows:—"When such incorporation [of the Settlement areas] takes place, existing leases in perpetuity under which property is now held in the said Settlements shall be confirmed and no conditions whatever other than those contained in such existing leases shall be imposed in respect of such property." These perpetual leases were granted by the Japanese Government directly to individual foreigners when the foreign ports were opened, and the holding was in every respect a full title except that it was conditioned on the annual paying to the Government of a so-called "ground rent." It has been contended on behalf of the foreign lot-holders that this "ground-rent" was not a payment made by a tenant for the land, but for all municipal purposes, and this view is fully borne out by local conventional agreements between the central Government and the landowners, wherein it is expressly mentioned that the ground-rent was fixed at a figure which would pay annually the amount of the land tax then levied on adjoining lands, and the municipal charges of the foreign community. The argument of the lot-holders has been that the "ground-rent" they paid was a commuted land and municipal tax.

When, however, the Revised Treaties came into force the municipalities began to levy on the property holders in the former Settlements the same heavy municipal taxes on business and incomes received from these properties as were levied in other parts of the administrative district. British property owners, relying on the wording of the British Treaty, protested that the municipalities were debarred by Treaty from levying these taxes, and this contention was clearly sustained by the French Treaty which specifically provided that no imposts, taxes, charges, contributions or conditions whatsoever other than the amount of the annual computed tax reserved in the original grant under the name of the ground-rent should be levied or made on account of these properties. The Japanese Government, however, held that the word "property" in the British Treaty meant land only, as no houses existed when the grants were made by the Government and the ground-rent fixed for all time. It is only necessary to turn, however, to the early Conventional Agreements relating to these Settlements and especially to the history of the Foreign Settlement of Yokohama to perceive the weakness of the contention; but the Government nevertheless insisted on its refusal to recognise the buildings on the Settlement land as being protected by the treaty. The foreign land renters refused to pay any taxes on their land and buildings other than the fixed annual tax they had previously paid, and the local authorities had to distract in a large number of cases, for the future of silver; it says:

SILVER STEADYING.

The Sydney Bulletin writes hopefully of the future of silver; it says:

Ten years ago the Indian Government established the gold standard, and there was a great anxiety on the part of silver producers. Just before that time the U.S. silver party had carried through the Windom and other laws, going halfway, or more, towards bimetallism, with the result that, as the U.S. accumulated the metal, the price boomed, and with it the production, the latter helped along by the then comparatively new Broken Hill mines. It was this which frightened the Indian Government. With the breakdown of the American legislation came the great rush of gold-production from South Africa and West Australia; and, between the two, bimetallism was laid out for dead. The introduction of the gold standard to India completed the silver-lead miners' misery; for it was thought that the world's most consistent market for the white metal would thereafter be closed, or thermabut. Certainly for a year or two the demand did fall off seriously, and in 1895 the export from London was, at the lower prices, valued at only £3,824,496. But the reverse after there was a steady recovery, and in 1903 it was up to £9,527,618. Another more recent cause was caused by the closing of the Mexican mints to the free coinage of silver; but this time the market did not tremble. Further it is announced that the U.S. have used up the silver they accumulated when they set out to practise modified bimetallism on their own account; there have been no important discoveries of silver for many years, and no great metallurgical changes; the steadyng of the silver market at comparatively low price has greatly increased the use of the metal in the industrial and decorative arts; and, generally, the finding of districts of silver, which was so pronounced eight years ago, has disappeared. There is not any likelihood whatever of a return to the old price (£4.3d. and upwards); but there is not any visible reason now to expect the stamp that was threatened a few years ago, when standard metal a troy did get down to 1s. 10d. or about £1.12d. below what looks like the present normal rate.

STRANGE STORY FROM SHANTUNG.

The Shantung Times publishes the following telegram:—Peking, 17th May.—Taotai Kao Chung Ying, one of the officials in Shantung, when travelling on the German Railway in foreign clothe, was seized by the German station master at Kaoni. He was dragged out of the train and put under guard by the station master, who mistook the taotai for a Japanese spy. The taotai made an indignant protest and has demanded from the railway authorities the instant dismissal of the station master. The taotai has taken the opportunity as a convenient one for urging upon the higher Chinese authorities the necessity of demanding the withdrawal of German troops from Kaoni and other railway stations in Shantung.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

FOREIGN TAX-PAYERS IN JAPAN.

HAGUE DECLARES HOUSE-TAX IRRECOVERABLE.

LONDON, 23rd May.

The Hague Tribunal has given its decision on the "House-tax-question," in which the Japanese Government claimed the right to levy municipal taxation on foreign house property which the foreigners claimed to be exempted specially in the Treaty of 1894. The Hague Tribunal decides in favour of the foreign contention.

[REUTER'S SERVICE.]

LONDON, 22nd May.

The Japanese House Tax award has been given against Japan. It is declared that the tax and agreements submitted to the tribunal exempt both lands in foreign concessions, of which the Government has granted perpetual leases, and the existing and future buildings, thereon, from all imposts and liabilities not specified in the leases. Dr. Motono has recorded his dissent.

["DAILY PRESS" SERVICE.]

CHICAGO IN UPROAR.

LONDON, 23rd May.

Most disquieting reports continue to emanate from Chicago. The strike movement is extending, and fresh riots, as well as several incendiary fires, are reported.

SCENE IN COMMONS.

UNPRECEDENTED DISORDER.

LONDON, 23rd May.

On the question of convening a Colonial Conference, the Hon. Alfred Lyttelton, Colonial Secretary, rose to reply to Sir Henry Campbell-Bannerman.

The Opposition demanded a reply from the Premier.

A scene of quite unprecedented disorder ensued, during which the Deputy-speaker (Rt. Hon. J. W. Lowther), obtaining no attention to his ruling, suspended the sitting.

BRITISH SHIPPING AND FOREIGN RESTRICTIONS.

LONDON, 23rd May.

Lord Lansdowne, replying to Lord Musker in the Upper House, on the general question of coastal trade and foreign restrictions on British shipping, referred *inter alia* to the situation at Hankow, and admitted that retaliatory instructions had been sent that gave preference to British shipping.

Referring also to the new arrangement with regard to the coastal trade of the Philippine Islands, which comes into force on July 1st next, he said there was but little prospect of securing any alteration thereof.

WANTED, A PATRIOTIC EXAMPLE.

The following appeared in the Standard.—Sir.—In his interesting letter on the British and Swiss armies, General Duane says: "the industrial classes of our country at the present time are almost totally devoid of any really patriotic feeling."

Will you permit me to point out that we are essentially an imitative people? Consequently we are our leisure classes willing to display even a little patriotic feeling on their own account; for example, by devoting to rifle shooting one-half the zeal they display in golfing, motoring, and such-like vain distractions, there is little doubt that the un-leisured industrial classes would not be slow to follow their good example.

China to-day affords us a terrible example of the fate which awaits a nation whose wealthier classes spend their time in literary pursuits, and other kinds of evocative self-indulgences, instead of training their minds and bodies by military tactics and exercises, after the manner of their valorous forefathers in the glorious days of the Han and Tang Dynasties.

I am, Sir, your obedient servant.
ARTHUR DAVENPORT.
Fleet-road, Battersea, April 19.

GREAT FIRE AT BREMEN.

A fire broke out in the docks of the German Nordsee Steamship Company on April 21st, all the wharves and sheds being involved. The flames spread rapidly, and the buildings, which were constructed of light and inflammable material, were destroyed. The piers, however, were saved through the timely measures taken by the fire brigade, assisted by a fire boat hurriedly summoned from Bremenhaven. The steamers and the sailing ship *Urania* were towed out in time, and are undamaged. There was no loss of life.

THE WAR.

["DAILY PRESS" SERVICE.]

RUSSIA READY FOR PEACE.

LONDON, 23rd May.

The party in Russia whose sentiment is for a cessation of the war has now attained overwhelming proportions.

BALTIC NOTES.

NON-COMBATANTS LEAVE PESCADORES.

The steamer *Tector*, chartered by the Osaka Shosen-Kabusha, arrived at Moji on the 12th inst. from Formosa, having on board a hundred women and children who have been removed from the Pescadores. Passengers on the steamer reported that the insurance rates on goods sent from Anping and Taku on South China ports had risen to more than yen 3 from 3 yen per ton 100 since the appearance of the Baltic fleet, and the shipment of rice and sugar was almost entirely stopped in consequence. What is badly wanted in Formosa at present is timber, as its importation from Japan had entirely ceased. It was expected, however, to obtain supplies from Fuchow. A Taipie dispatch to the *Asahi* states that the steamer *Wakamatsu-maru* with 200 Japanese from the Pescadores, called at Kelung on the 9th inst. and landed there about forty of the passengers, taking the road to Japan. More than one half of the passengers were women, and almost all the Japanese families settled in the Pescadores have left the islands.

JAPAN WILL NOT BOYCOTT FRENCH GOODS.

With regard to the extraordinary attitude of the Tokyo Chamber of Commerce towards France in consequence of the neutrality question, which resulted in the Chamber recently considering a resolution to advise Japanese merchants to suspend business relations with France, it appears that wiser counsels have prevailed and that the motion has been withdrawn.

The Chairman of the Tokyo Chamber of Commerce, Mr. Nakano, recently had occasion to call on the Minister for Agriculture and Commerce, when the latter referred to the proposed resolution. Baron Kiyoura said that Japan and France were still on most friendly terms, and that the action of France did not warrant the course that the Chamber threatened to take. Acting upon this advice, the Chairman communicated with Mr. Nomura, the member who introduced the drastic and short-sighted resolution, with the result that the latter has withdrawn it.

FRANCE, RUSSIA AND JAPAN.

A Japan paper says:—It is not surprising that Japan should feel resentment at what is believed to be the hospitality afforded to the Russian fleet in French territorial waters, but it must be admitted that the position of France is a most difficult one. She has given positive instructions to the representatives of the Republic in Indo-China to permit no infringement of the neutrality proclaimed at the beginning of the war, and has even appealed to the Tsar to order the Russian Admiral out of French territorial waters. Yet Reznikovitch appears likely to leave his shelter. When it is remembered that for many years Russia has been the ally of France, and has trusted to the friendship between the two countries maintaining the balance of power on the Continent of Europe, it must generally be acknowledged that her position is most embarrassing. Were it any other Power but Russia, France would undoubtedly protect her neutrality by the use of force if necessary. To do so in the present case would be to abandon the Alliance in which so much trust was at one time placed, and to abandon it at a moment when the other party is in the greatest peril. Japan will naturally reply to this that with her national existence at stake she cannot be expected to study sentimental considerations,—that the Russian Admiral is using French territorial waters as a base or a point for the mobilisation of his forces and that she must insist that the injury thereby done to herself shall not be continued. It is impossible not to admit the substantial justice of this contention, but we are convinced that Japanese statesmen are not anxious for the area of the war to be extended and that, with the support of Great Britain, which is in an excellent position to be a mediator between the two parties, further difficulty with France will be avoided.

THE DUTY OF THE PRESS.

Referring to one journal's treatment of the France-Japan imbroglio, the *Japan Chronicle* says:—We really cannot understand why our contemporaries should apparently be so eager to raise national ill-feeling over all such questions. A little while ago Germany was singled out as the enemy; now it is France, and article after article appears with the object apparently of worsening rather than bettering the case of the country which happens to be assailed at the moment. The policy of a reputable journal at these moments of national crisis should be to allow rather than excite public feeling, more especially when it stands in the position of a neutral. We believe that it is due in great measure to the good offices of the British Government exercised on both sides that better relations have been established during the last few days, and that peace should be supported and not hindered.

RUSSIAN JINGOISM RAMPAINT.

The Japanese Foreign office is informed that, according to a Russian telegraphic agency, the Imperial party Moscow published on the 5th inst. a manifesto, of which the following is the gist:—The object of our party is to secure the continuance of tranquillity. If the Emperor deems it necessary to adopt a stronger course than at present our party will always lend assistance to the Government. The reforms should be carried out after domestic disorders have ceased and after victory has been gained over Japan. As for the nature of reform, its object should be to strengthen the unlimited power of the despotic government; to make the country great and at the same time to freely develop the moral enlightenment of the people and to add continually to the peace and prosperity of the farmers and artisans, thereby promoting the independence of local finances and making the Empire greater and more powerful.

THE RUINOUS NATIONAL EXPENDITURE.

"THE HAPPINESS OF DUTY."

"I have more than once quoted Gambetta's saying to me that, if the military mania of Europe were to continue, we should all end by being bogged in front of barricades."

Thus Lord Avebury, in a lecture on the national expenditure at the London Chamber of Commerce on March 30th.

"Little did Gambetta think, little did I think," continued his lordship, "that we should be the greatest sinners, that we should act so evil an example to the rest of the civilised world."

Twenty years ago, Lord Avebury pointed out, the national expenditure was £36,000,000. Now it was £176,000,000! Even with these heavy taxes we did not make both ends meet. The main increase in the expenditure had been in the military and naval branches. But whereas the naval and military expenditure of Italy had increased in ten years by £1,500,000, that of Russia by £10,800,000, that of Germany by £2,700,000, and that of France by £6,000,000, the similar expenditure of England had increased by £50,000,000. Thus those four great countries put together showed an increase of £27,000,000, while ours by itself was £50,000,000.

Lord Avebury continued:—A Japanese statesman is reported to have said that as long as they only sent us beautiful works of art we looked on Japan as a semi-barbarous country; now that they have sent thousands of Russians we recognise them as a truly civilised nation. (Laughter.) We add that Europe is Christian, but the really ruling deity is Marx."

SIR JOHN LISTER-KAYE'S
TUNGKUAN HILL CONCESSION.

The N.C. Daily News translated the report of the district Magistrate of Tungluchien, Anhui (Sich Shih-tung) to H.E. Chong Hsun, Governor of that province, from which we make these extracts:

With reference to the Tungkuan hill copper concession of Sir J. Lister-Kaye's Anya Mining Company, situate in the westerly district of May an American mining engineer named Te Fu (Duff), accompanied by several persons arrived at Tungkuan hill and put up at a temple on that hill. I learned that the mining engineer had come at the request of the Anya Company to investigate existing conditions. I called upon the engineer, and during our conversation he told me that the machinery for the concession had not yet arrived, but that he would have to leave for Shanghai either on the 10th or 11th of the month to arrange matters further. That after he had completed all his arrangements, he would then return to Tungkuan hill to start operations. The said engineer, furthermore, requested me to consider his arrival at this time as the commencement of official and the Company to work the concession, and asked me to report to my superior officials on such a basis. I replied that the actual date of opening a mine alone could be considered as the beginning of operations, and that since neither buildings had been put up on the concession, nor machinery for it had arrived, I could not consider his mere arrival on the ground of work on the mine. I further pointed out to him that in the original agreement, with reference to the opening of the mine it provided that the local authorities were expected to protect the party from trouble, but there was nothing in the agreement stating that the officials should conjointly work the mine with the concessionaires. In view of this I, therefore, told him that I could not report to my superior officials in the manner desired by him. I also stated that in the copy of the agreement sent me the 4th clause provided that before mining work was begun on any selected piece of land, plans should be drawn pointing out in detail where buildings were intended to be put up and where shafts were to be sunk. Should the deputy and local officials find that there was nothing to hinder the project they would approach the owners of the land and arrange either for the purchase of the land desired or the lease thereof as the case may be. Furthermore, as to the limits of the mine underground, the concessionaires ought also to obey the instructions of the Wai-wu-pu, which required that when concessionaires were about to begin work application should be made for the appointment of a deputy who should, in conjunction with a representative of the concessionaires, go over the ground and mark out the limits of the mine underground in accordance with the plans previously drawn up. I was also informed that after looking over the property it had been found that the place contained iron and that there was no indication of coal. I am of opinion that the limit of the original agreement will in a short time cease, while they have done but little in the matter have, therefore, sent this engineer to look over the ground so that they may declare that his presence on the hill shall be taken as the date wherein work has begun on the property. I have, however, refused to consent to this. The engineer declared that he would not be able to begin work until the 5th June; this date would overstep the limit of twelve months as agreed upon in the original agreement.

COUNT OKUMA ON FOREIGN CAPITAL.

Count Okuma has contributed an article to the North American Review on Japanese problems in which he makes an interesting reference to the question of foreign capital in Japan. He says:

Although under the feudal system Japan was not a poor country, it has suffered under a considerable disadvantage with regard to its recent development. In America and Russia, for example, much foreign capital has been used to develop the country, whereas in Japan, except for the small sum of £14,900,000 raised in London, nothing but Japanese capital has been used. This has necessarily made the development of the country, and the subsequent necessary new enterprises, fall rather heavily upon the Japanese people. Foreign capital is much needed in Japan especially with a view to the development of the railways. It will be necessary to change the laws relating to foreign ownership of land before much capital can be attracted from outside. I have ever been an advocate of allowing the foreigners to own land in Japan. Some years ago when the excitement over this question ran high, my advocacy of this policy was the cause of a bomb being thrown into my carriage, which so shattered my leg as to lead to its amputation. Free Trade has been very good for the country, and the industries have developed without any Protective duties. Formerly import duties averaged 6 per cent., and now they average 8 per cent.; but these have been simply for Government revenue and are without any Protective intention. It is good to see how Japan's trade has developed under a Free Trade system. From ten millions sterling the annual trade returns have reached fifty millions; and, at the past rate of increase, in fifty years Japan may hope to have trade returns equal to Germany.

Thus Count Okuma has been renewing his old advocacy of a more liberal policy, and that this is for the true interests of the Japanese Empire at large he could hardly have given better proof than is contained in the article from which we quote.—*Japan Chronicle*.

THE FIFTH JAPANESE WAR BONDS

The final return made by the Japanese authorities of the amount submitted to the fifth issue of War Bonds shows the total subscription to have amounted to Y198,261,225, of which Y29,437,275 was offered above par. When the amount offered above par (all of which will be allotted in deduction, the balance is Y168,820,000 in round figures, and the amount to be allotted to subscribers is Y16 for every Y100 applied

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 24th at 11.55 a.m. The barometer has fallen over China, and risen in E. Japan.

Pressure appears to be low over Central China. It is highest between the E. coast of China and W. Japan.

Gradients continue slight, and moderate S.E. winds may be expected in the Formosa Channel, and moderate S. winds over the N. part of the China Sea.

Forecast:—Moderate S. winds; fair to squally and showery.

A POINT IN OLD ECONOMIC HISTORY.

The *Japan Chronicle* is to be congratulated on the following interesting editorial:

Among the seeming trivialities so abundant in the Diary of Cocks the Capo Merchant or Captain of the English Factory at Hirado in Kyushu between 1613 and 1622, we occasionally stumble upon items which, at first sight tedious and tiresome, become really interesting when we reconstruct their historical background and environment. For example, the following entries do not appear to be of any very great interest at first blush:

August 5th, 1616.—We put in over the bar of Ossack, rowing against the wind, meeting above 300 larks going out; but it was past 10 o'clock before we got up to the town, where Mr. Wickham, with our hostes, came out and met us with a banquet, *a la ferme*. . . . Also our old host of Miaco came to visit me, and brought 2 barrels wine for a present. He found hym selfe agreed the English were gone from his house, and would needes know the occasion, which proved to be the bad usage of Mr. Wickham, who lodged above 3 months in his house, in all which tym he never would so much as eat nor drink with hym, but gave out bad words against all our nation. So I sent hym away with good words, telling hym I knew by report he was a rascall, and needed not to care for any for the English (as he reported), neither would the English be mardon whether they lodged in his house or in an other.

August 6th.—Our old host of Ossack, with our boatman and Domingos mother, came to visit me, and brought me presents of fruite, hens, and wine.

August 7th.—Our old host of Ossack, where Mr. Wickham yet lieth, invited us all to dyner this day, where we had extraordinary and kynd entertainment.

And other references to the Englishmen's "hosts" are quite frequent in Cocks' pages. Of course a modern reader will take this as one of the most natural things in the world. While, indeed, it may be so, it is yet easy to detect in it an echo of old English—and in truth, old European—economic history. A hundred and eighty years (1435) before Cocks penned the preceding passages, the author of the rhyming paean, *A Libell of English Policy*, indignant asks:—

What reason is that we should go to lost,
In their countreys, and in this English
—east
They shoul not do so; but have more
liberty?

Then to the writer says:—

Out! Now it is out! If we do stir from

Formose, the Russian plan, which was so obscure, is revealing itself. Rozhestvensky will not try to force our Straits. He will station himself in the Dutch Indies and cruise in the Malay Straits, closing in some degree the gos of Japan lying on the West. Our resistance is fed by these passages, the largest of which is the Timor Strait. Singapore is our entrepot for European merchandise. A few torpedo-boats, a few cruisers will close these gates.

In his note of Dec. 5 the writer argues:

Since Rozhestvensky reckons, and not persons, without reason, on the inactivity of Political Economy we are synonymous with the single question of the relative merits of Free Trade and Protection, it is not so very strange, perhaps, that many of us should fail to remember that neither International Free-trade nor International Protection can lay claim to any very hoary antiquity. Even with the limits of the present German empire we are apt to forget how things stood before the Zollverein began to do its work, while in France before the Revolution the shackles upon inter-provincial trade

were still strictly maintained in most of the Continental communities with which English merchants had commercial relations.

In those days of ours, when even people of some considerable culture are found talking as if the whole science (or art) of Political Economy were synonymous with the single question of the relative merits of Free Trade and Protection, it is not so very strange, perhaps, that many of us should fail to remember that neither International Free-trade nor International Protection can lay claim to any very

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NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.
Telegraphic address: PRESS Codes: A.B.C., 8th Ed.
Agents: P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction,

SATURDAY, the 27th May, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road,
LADIES' LACE, MATERIALS, SILKS, GAUZES, LACE, PLAIN WEBS, SINGLETS, CORSETS, HOSIERS, SOCKS, LADIES' and CHILDREN'S HATS and SHOES, BUTTONS, WOOL, STATIONARY, BLANKETS, &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 25th May, 1905. [129]

NEW ADVERTISEMENTS

NOTICE TO MARINERS.

No. 225 (Special).

CHINA SEA.

CHEFOO DISTRICT.

INTENDED ALTERATION IN CHARACTER OF KUNGTINGTAO TOWER.

LIGHT.

NOTICE IS HEREBY GIVEN that on or about the 1st of July the work of changing the present fixed light on KUNG-TUNGAO ISLAND for a group lighting-flashing light will be commenced.

While the alterations are proceeding, the present light will be replaced by two sixth order long lanterns suspended one on each side of the lantern gallery, and these lights should be visible in clear weather, at a distance of 8 nautical miles.

The new light is to be group lighting-flashing, of the Third Order, and will show three White flashes in quick succession every 20 seconds.

It will be exhibited from a new lantern placed on the summit of the Old Tower and should be visible all road, in clear weather, at a distance of 22 nautical miles.

Further notice will be given concerning the date when the New Light will be shown.

W. FERD. TYLER,

Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office.

Shanghai, 13th May, 1905. [129]

CANTON CUSTOMS.

LOCAL NOTICE TO MARINERS.

No. 73.

TAISIEK BARRIER.

NOTICE IS HEREBY GIVEN that two Beacons will shortly be placed to mark the Northern edge of the channel; or now being dredged across the Taishieh Barrier. As soon as this area has been cleared to depth of 10 feet at Low Water of Spring Tides, the dredger will commence work in the channel now used by shipping, and vessels will then be required to use the new channel which will be marked as follows:

Two Beacons each bearing a Red shape and showing a Red light by night will mark the Northern edge of the channel.

Two Beacons, each bearing a Black shape and showing a Green light by night will mark the Southern edge of the channel.

Vessels will know that the old channel across the Taishieh Barrier is closed to them when they see that the dredger is at work there, and that the shapes have been removed from the Taishieh Beacons and have been placed on the Beacons marking the newly dredged channel.

Vessels are required to go at slow speed when approaching the Barrier and to take every precaution.

J. HOWELL MAY,

Harbour Master.

Approved,
F. J. MAYER,
Acting Commissioner of Customs.
Custom House,
Canton, 22nd May, 1905. [129]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"ZIETEN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 o'clock THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 30th inst., at 9.30 a.m.

All Claims must reach us before the 5th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 24th May, 1905. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Venetia ex s.s. *Espere*, transhipped at Trieste.

From Trieste ex s.s. *Imperatrix*, transhipped at Bombay.

From Zanzibar ex s.s. *Bohemian*, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 31st May, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st May, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Agents.

Hongkong, 24th May, 1905. [13]

NEW ADVERTISEMENTS

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction,

SATURDAY, the 27th May, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road,

LADIES' LACE, MATERIALS, SILKS, GAUZES, LACE, PLAIN WEBS, SINGLET, CORSETS, HOSIERS, SOCKS, LADIES' and CHILDREN'S HATS and SHOES, BUTTONS, WOOL, STATIONARY, BLANKETS, &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 25th May, 1905. [129]

FOR NAGASAKI, KOBE AND YOKOHAMA.

"SHIRE" LINE OF STEAMERS.

THE Company's Steamship

"MONMOUTHSHIRE,"
will be despatched for the above ports TODAY, the 25th inst., at NOON.
For Freight or Passage, apply to

SHEWAN, TOME & CO.,
Agents.
Hongkong, 25th May, 1905. [129]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction,

TODAY (THURSDAY), the 25th May, 1905, at 10 a.m., at H. M. NAVAL YARD,

SUNDRY NAVAL VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising—
FIXED OVERHANGING SHEERS, complete with CHAINS and BLOCKS and capable of lifting 20 tons—Test load 30 tons, ELECTRIC CABLE, MACHINE VENTILATING, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c., Catalogues will be issued.

TERMS OF SALE—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 18th May, 1905. [136]

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction,

TODAY (THURSDAY), the 25th May, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE, BLACKWOOD, WARE, PICTURES, OVERMANTELS, CROCKERY, GLASS and PLATED WARE, 2 TYPEWRITERS, MECHANICAL PIANO and ONE JIN RICKSHA, &c., &c.

TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 24th May, 1905. [128]

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction,

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TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 24th May, 1905. [128]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION
By Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, in the Colony of Hongkong.

TODAY (THURSDAY), the 25th day of May, 1905, at 3 o'clock p.m., at Messrs. HUGHES & HOUGH's SALES ROOMS, Des Voeux Road Central.

All that right of Equity of Redemption of and in all those portions of Marine Lot No. 225 which are registered in the Land Office as Subsections No. 3, 4, 5 and 6 of Section D of Marine Lot No. 225, and which said pieces or parcels of ground contain by measurement in the whole 5,742 square feet and are more particularly delineated on the plan thereof annexed to an Indenture of Assignment dated the 31st December, 1888, and registered in the Land Office by Memorial No. 16678 with the Surveyor General, at half past Eleven o'clock in the forenoon, for the purpose of receiving the Report of the General Managers together with a Statement of Account to the 31st December, 1904.

The REGISTER of SHARES will be CLOSED from Monday, the 22nd instant, to Monday, 29th instant, both days inclusive, during which period no Transfer of Shares will be registered;

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 18th May, 1905. [128]

NOTICE.

MR. SCHELTE SWART has this day been authorized to sign our firm for procuration.

EAST ASIATIC TRADING CO.,
G. HARLING,
General Manager.

Hongkong, 20th May, 1905. [125]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,363 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure:—From Hongkong at 8 a.m. arriving at Macao about NOON. Hour of departure:—From Macao from 4 p.m. to 7 p.m. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:—

First Class Single \$2 ... Return \$4.

Second Class Single \$1 ... Return \$2.

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 3rd May, 1905. [134]

CHEAP EXCURSION TO MACAO.

GREAT REDUCTION IN FARES.

THE Steamship

"YINGKING," 10:8 Tons.

From this date until further notice.

The following fares will be charged.

First Class Single Ticket ... \$1.00

Return ... 2.00

First Class with Cabin Single Journey ... 2.00

Return ... 3.00

Second Class Single ... 0.80

Return ... 1.50

Third Class Single ... 0.30

Return ... 0.50

Meals \$1.00 each

This Steamer leaves Hongkong every Sunday at 8.30 a.m. arriving at Macao about NOON; leaves Macao on Return Journey at 7.30 p.m. arriving back at Hongkong about 11 p.m.

YUK ON S.S. CO., LTD.

216, Wing Lok Street.

Hongkong, 18th May, 1905. [127]

ON SALE.

BANKS

DEUTSCH-ASIATISCHE BANK.
AUTHORISED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.
BRANCHES: Berlin Calcutta Hankow
Tientsin Tsin-tau Tsinan-fu
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.
INTERESTS received on Current Account
DEPOSITS allowed on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
M. HOMANN,
Manager.
Hongkong, 1st April, 1905. 28

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China
the Philippine Islands and the
Republic of Panama.
CAPITAL AND SURPLUS.....Gold \$10,000,000
AUTHORISEDGold \$10,000,000
CAPITAL PAID UP.....Gold \$3,472,000
RESERVE FUNDGold \$3,947,200
HEAD OFFICE: New York
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND,
LIMITED,
UNION OF LONDON AND SMITH'S BANK,
LIMITED,
BRITISH LINEN COMPANY BANK.
The Corporation transacts every description
of Banking and Exchange business, receives
money in Current Account and accepts Fixed
Deposits at rates which may be ascertained on
application.
CHARLES R. SCOTT,
Manager.
29, Des Voeux Road,
Hongkong, 23rd January, 1905. [1062]

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STEELING RESERVE, \$10,000,000
SILVER RESERVE ... \$10,000,000
RESERVE LIABILITY OF PROP'TOES \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq.—Chairman.
A. HAWKINS, Esq.—Deputy Chairman.
Hon. C. W. Dickson, H. Scherbat, Esq.
E. Goetz, Esq. E. Shishin, Esq.
G. H. Medhurst, Esq. N. A. Sims, Esq.
A. J. Raymond, Esq. Hon. R. Shawan
F. Salinger, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per
Cent. per Annum on the daily balance.

On FIXED DEPOSITS.
For 3 months, 2½ per cent per Annum.
For 6 months, 3 per cent per Annum.
For 12 months 3½ per cent per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th May, 1905. 23

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1850.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND..... 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Nowchowang
Dai-ki Peking Mukden
Port Arthur Chefoo

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
FAR EAST BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 percent
per annum on the daily balance.
On fixed deposits for 12 months 5%, per annum.
" " " 6 " 4% " "
" " " 3 " 3% " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 22nd May, 1905.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECRETE OF THE
12TH NOVEMBER, 1898.

SUBSCRIBED CAPITAL, Shanghai Taels 5,000,000
PAID-UP CAPITAL, 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
Canton Peking
Chao-foh Penang
Hankow Singapore
Tientsin

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills
Discounted.

INTEREST ALLOWED on DEPOSITS
At 2% per annum on Current Account daily
balance.

3% per annum on Fixed Deposits for 3 months
" " " " " 6 " "
5% " " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 17th May, 1904. [2]

BANKS

**THE MERCANTILE BANK OF
INDIA, LIMITED.**
AUTHORISED CAPITAL.....21,500,000
SUBSCRIBED1,125,000
PAID-UP592,500
RESERVE FUND110,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at
the rate of 2½ per annum on the Daily balance.
On FIXED DEPOSITS:
For 12 months 4%
" 6 " 3½ "
" 3 " 2½ "
EVAN OREMISON,
Manager.
Hongkong, 23rd May, 1905. 26

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBEDYen 5,000,000
CAPITAL PAID-UP2,500,000
HEAD OFFICE: TAPEI, FORMOSA.
BRANCHES AND AGENCIES:
Amoy Kobe Taiwan
Anping Nagasaki Tamsui
Fuchow Osaka Tokio
Keelung Shanghai Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD.

Interest allowed on Current Account.
Deposits received on terms which may be learnt
on application.

S. SHIGENAGA, Manager.
Hongkong, 1st November, 1904. [II21]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP\$200,000
RESERVE LIABILITY OF SHAREHOLDERS\$200,000
RESERVE FUND\$25,500

INTEREST allowed on Current Account at
the rate of 2½ per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent
" 6 " 3½ "
" 3 " 2½ "
T. P. COCHRANE,
Manager.
Hongkong, 18th May, 1905. 29

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cond-
ucted by the HONGKONG AND SHANG-
HAI BANKING CORPORATION. Books
may be obtained on application.

INTEREST on deposits is allowed at 3½
PER CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed or FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902.

HONGKONG
BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants, Wholesale and Retail
Ironmongers, Pig Iron and Foundry
Coke Importers, General Store-
keepers and Commission Agents.
35 & 37, Hing Loong Street
(1st Street, West of Central
Market.)

JEWELLERS

MAISON LEVY HERMANS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

STOREKEEPER

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Ship Chandlers, Sailmakers, Provisioners
Coal Merchants, Hardware, Engineers
Tools, Metal, Iron and Steel Merchants
57 SS & 59, Connaught Road, New
Praya Central

BOARD AND RESIDENCE

" TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.
Apply—MANAGERESS,
Madonna Road

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1905. [51]

PENSION FRANCAISE
AND RESTAURANT.

49, POTTERY STREET,
TENUE PAA MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$3.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. 1002

BOARD AND RESIDENCE.

MRS. GILLANDERS
" GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [761]

NOTES FROM INDIA.

The following notes from India contain
several well-expressed points of importance.
We therefore extract them, with acknowledgments,
from the N.C. Daily News, to which journal they were specially contributed.—

Harrowing descriptions of peril to life and limb
continue to pour in, but on the whole there is
nothing fresh to tell about the recent earth-
quake.]

The history of the tragedy and
adventures of one or two families, if multiplied
a thousand-fold, fully describes the whole. Later
accounts have not had the effect of diminishing
the accounts of widemouthed rumour, but on
the contrary, the reality for once was far greater,
as proved by the statistics since collected, than
was at first imagined. Dharmasati in the
Kangra district of the Himalayas has been
literally laid flat; those not immediately killed
by the fallen walls and roofs, suffered torture
peuned within the fallen buildings, or if lucky
enough to be outside, had to face the horrors of starvation, as it was quite
a fund to the survivor to raise himself up again.
Lord Curzon appealed to the country to raise
a fund for the sufferers, heading the list with a
princely donation of Rs. 80,000; it is certain
that the fund will be amply supported. Lord
Rothschild has already responded with a sum
of £2,000 sterling, while the Relief Fund
started by the Lahore Arya Samaj has already
risen to Rs. 5,000. Local relief funds have
sprung up all over the country, and the native
gentlemen of the districts most affected are
assisting in the distribution of food to the
poorer classes and the care of orphans. There
is a wide demand for thatching and building
materials, coolies are scarce, and efforts are
being made to import large gangs of masons
and carpenters. Lady Curzon has proposed that
any European and Indians who have been
injured and may be saved with safety, should
be removed under medical care as soon as
possible to Simla, as her guests at the Walker
and Bipon Hospitals, where medical skill and
careful nursing will be provided.

The Times suggests that a Mansion House
Fund be started for the sufferers by the earth-
quake, but with regrettable tactlessness has
added to the generous suggestion the conclusion
that this evidence of England's recognition of
the closeness of the tie between her and the
Indian Empire, may "make the welcome to the
Prince and Princess of Wales more cordial."

The publication of such a sentiment in India is
much to be regretted, and is calculated to throw
cold water on the spontaneous efforts of the
inhabitants of this country to express their
loyalty in a manner worthy of themselves and
of the exalted rank of their expected guests.
The Indian Empire has, time without number,
given unmistakable evidence of her loyalty, and if
she could not be more gracious to suggest that
England should pour out of the abundance
of her riches to her suffering fellow-subjects
without expecting or asking any return. It
seems a low footing on which to place the offer
of a gift to relieve poverty and sun-ring, so
much to be lavished in India, and so much to be
spent by India in evincing her loyalty. However,
the latest telegrams inform us that the
Lieutenant-Governor of Bengal, with the consent
of His Excellency the Viceroy, has decided that,
as funds are coming in so rapidly, the
Mansion House scheme is unnecessary, but
arrangements are made with Messrs. Grundy
and Company and Bowring, Tomay, to receive such
sums as the friends of India may care to contribute
to the Indian Relief Fund.

In this country there was no uncertainty at
all as to the cordiality of the welcome to be
accorded to their Royal Highnesses, and large
sums have already been voted, and outlines of
the schemes for entertainment and reception of
the Royal visitors have been already discussed,
in every quarter likely to be concerned. It is
a matter of uncertainty as to what loyalty can
or does mean to India's millions. There is, no
doubt, in India a sentiment of traditional
loyalty which is semi-religious, and has in
course of time been insensibly transferred from
the ancient rulers to the British Raj. To
whom they really owe allegiance they would,
no doubt, be puzzled to explain; except by vague
allusions to some mighty power whom they rank
with Siva, Ganesh, and other deities not visible,
but real to them. The Government is repre-
sented to many thousands of the toilers in the
districts by the local officials, who come in for
a share of the reverence due to semi-divine beings,
and are often addressed as "Swami" (god)
"Parmeshwar" and other high-sounding titles,
which in the vernacular Bihari apply only to
the Deity. It is the aim and object of the
Government that their agents should be men of
unimpeachable character, fitted in trials of trial
like the present to win the respect and liking of
their Indian fellow-subjects. Not only their
subordinates, but the Indian people at large
must surely in time be won to loyalty
in the highest sense by the zeal and self-devotion
of the higher officials to the service of their
adopted country, who by their lives endeavour
to draw nearer together the Emperor of India
and his subjects beyond the seas. Loyalty
to the administration as represented by the
agents of the Government, added to the ancient
feeling of reverence for high rank which is
hereditary in India, is as much as we can
expect, without craving for any highfalutin
sentiment of personal affection for an unknown
Sovereign or his Heir, which could only in the
present instance be artificial.

The only place of its kind in Hongkong.
A Veritable Fairyland.
Real German Fass-Bier on Draught.
Entrance—No. 14, WYNDHAM STREET.
Hongkong, 27th April, 1905. 1081

SUN FAT CO.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,

EMBROIDERIES, LACES, SILKS, PONGEE,
COTTON LINEN, SHAWLS, HANDKERCHIEFS

BLANKETS, TURKENS, CANVAS

EBONY FURNITURE AND FANCY GOODS

No. 82, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905.

CHEAP BEDSTEADS FOR SALE.

The Undersigned has a very large stock of
IRON BEDSTEADS and AMERICAN
STEEL WIRE MATTRESSES on hand for
Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.

6' 2" by 4' 6" " " " 6.50 "

6' 2" by 5' " " " 7.50 "

Prices for Bedsteads and various sizes of
Mattresses on application.

A. TACK & CO.,
26, Des Voeux Road Central.

Hongkong, 26th April, 1905. [1703]

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or
preceding the Departure of the English Mail.

also Table of Yearly Approximate Averages

FOR 31 YEARS,</p

SHIPPING.

ARRIVALS.

FICHE. German str., 875. H. Uecker, 24th May.—Saigoo 20th May.—Order.
KAIFONG, British str., 1,024. E. Finlayson, 24th May.—Iloilo 20th May. Sugar—Butterfield & Swire.
KANSU, British str., 1,104. J. Warrich, 24th May.—Tientsin via Choochow 16th May. General—Butterfield & Swire.
MANCHURIA. American str., 8,750. J. W. Saunders, 24th May.—San Francisco 18th April and Shanghai 21st May. Mails and General—Pacific Mail S.S. Co.
NIKKO, American str., 3,000. Soich, 24th May.—Trieste 27th March and Singapore 18th May. General—Sander, Wieland & Co.
ZILHAN, German str., 5,066. F. von Binzer, 24th May.—Bremen 12th April and Singapore 20th May. Mails and General—Machers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

24th May.

None.

DEPARTURES.

23rd May.
SZEKESZER, British str., for Shanghai.
24th May.
ALBION, British battleship, for Mira Bay.
ATHENIAN, British str., for Vancouver.
DARDANUS, British str., for London.
DORIC, British str., for San Francisco.
GLORY, British battleship, for Mira Bay.
HAIRAN, French str., for Haiphong.
HANGSAN, British str., for Canton.
HOUSE, British cruiser, for Mira Bay.
HOSI, British str., for Amoy.
HUE, French str., for Haiphong.
ROON, German str., for Europe.
WONGKEI, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Kaijung* reports: Moderate winds and fine weather.
The British str. *Kanou* reports: Fine clear weather, light airs, and smooth sea.

VESSELS IN DOCK.

23rd May.
ABERDEEN DOCKS.—*Mathilde*, Gulf of Venice, J. Piederichsen, City of Birmingham.
METROPOLITAN DOCK.—*Crusader*.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHE LLOYD, BREMEN,
FOR SHANGHAI, NAGASAKI, HIIGO
AND YOKOHAMA.

THE Imperial German Mail Steamship
"ZIETEN."

Captain von Binzer, will leave for the above places TO-DAY, the 25th inst., at 9 A.M.
NORDDEUTSCHE LLOYD.
For Further Particulars apply to
MELCHERS & CO., Agents.

Hongkong, 25th May, 1905.

NORDDEUTSCHE LLOYD, BREMEN,
NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking cargo at through rates to TAWAO, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.
THE Company's Steamship

"BORNEO."
Captain E. Mühl, will leave for the above ports TO-DAY, the 25th inst., at 9 A.M.
For Freight or Passage, apply to
NORDDEUTSCHE LLOYD,
MELCHERS & CO., Agents.

Hongkong, 18th May, 1905.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship

"HAITAN,"
Captain R. Bosch, will be despatched for the above ports TO-DAY, 25th Inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 23rd May, 1905.

FOR SHANGHAI TSINGTAU AND
CHEFOO.

Taking cargo at through rates to CHEMULPO.
THE Steamship

"LOONGMOON,"
Captain F. Kalkhoff, will be despatched for the above ports TO-MORROW, the 26th Inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.

Hongkong, 23rd May, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"CALEDONIEN."

will be despatched for the above ports on or about MONDAY, the 29th Inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,

Agent.

Hongkong, 24th May, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, BREMEN.
JAPAN—CHINA—AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MATUPU, BRIS-
BANE, SYDNEY AND MELBOURNE.
On TUESDAY, the 30th May, 1905, at Noon,
the Steamer "PRINZ SIGISMUND,"
Captain Leuz, with Mails, Passengers and
Cargo, will leave this port as above.
The Steamer has splendid accommodation and
earns a Doctor and a Stewardess.
Linens can be washed on board.

NORDDEUTSCHE LLOYD.
For Further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 4th May, 1905.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	MAITA...	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 3rd June, at Noon. About 6th June.
LONDON & ANTWERP...	BERNOH...	Brit. str.	1 mi.	Webster	GIBB, LIVINGSTON & CO.	On 4th July
LONDON, AMSFERDAM & ANTWERP...	HYRON...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 13th July.
LONDON, AMSTERDAM & ANTWERP...	GLAUCUS...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP...	AJAX...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP...	IDOMENEUS...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 6th June
LONDON, AMSTERDAM & ANTWERP...	KINTUCH...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 20th June
LONDON, AMSTERDAM & ANTWERP...	CALCHAR...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 30th Inst., at 1 P.M.
MARSEILLE, &c., VIA PORTS OF CALL...	ELLEN SIMONS...	French	—		MELCHERS & CO.	On 7th June, at Noon.
BREMEN, VIA PORTS OF CALL...	BATEIN...	Gor. str.	k.w.		HAMBURG-AMERIKA LINIE	On 28th Inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SINGAPORIA...	Gor. str.	k.w.		HAMBURG-AMERIKA LINIE	On 12th June.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEIZ...	Gor. str.	k.w.		HAMBURG-AMERIKA LINIE	On 28th June.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA...	Gor. str.	k.w.		HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA...	Gor. str.	k.w.		HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILLA...	Gor. str.	k.w.		HAMBURG-AMERIKA LINIE	On 1st June, P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MARIA VALERIE...	Aust. str.	—		SANDER, WIELKE & CO.	On 20th June.
TRISTE, &c., VIA SINGAPORE, &c.	DECUBITION...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 20th July.
TRISTE, &c., VIA SINGAPORE, &c.	TEPHRACHUS...	Brit. str.	1 mi.		BUTTERFIELD & SWIRE	On 29th Aug.
STENTOR...	BRIDGEMAN...	Brit. str.	1 mi.		SHEWAN, TOMES & CO.	On 15th June
NORDPOL...	SAGAMI...	Brit. str.	k.w.		DODWELL & CO., LTD.	About 31st Inst.
NORDPOL...	NUBIA...	Gor. str.	—		HAMBURG-AMERIKA LINIE	On 2nd June.
NORDPOL...	EMPEROR OF CHINA...	Brit. str.	2 mi.		STANDARD OIL CO.	Early in July.
NORDPOL...	TATAR...	Brit. str.	1 mi.		CANADIAN PACIFIC R. CO.	On 31st Inst.
NORDPOL...	PLIADIENS...	Aust. str.	—		CANADIAN PACIFIC R. CO.	On 5th July.
NORDPOL...	ARAGONIA...	Gor. str.	—		BUTTERFIELD & SWIRE	On 21st June.
NORDPOL...	PRINZ SIGISMUND...	Brit. str.	1 mi.		DODWELL & CO., LIMITED.	On 30th June.
NORDPOL...	CHANGSHA...	Brit. str.	1 mi.		POOLELAND & ASIATIC S.S. CO.	On 31st Inst., at Daylight.
NORDPOL...	EASTERN...	Brit. str.	1 mi.		MELCHERS & CO.	On 3rd Inst., at Noon.
NORDPOL...	PALMA...	Gor. str.	—		GIBB, LIVINGSTON & CO.	On 9th June.
NORDPOL...	CHANGSHA...	Brit. str.	—		P. & O. S. N. CO.	On 10th June, at Noon.
NORDPOL...	SAINTE KILD...	Brit. str.	—		BUTTERFIELD & SWIRE	About 27th Inst.
NORDPOL...	MONMOUTHSHIRE...	Brit. str.	—		SHEWAN, TOMES & CO.	To-day.
NORDPOL...	ERANG...	Gor. str.	—		BRADLEY & CO.	About 30th Inst.
NORDPOL...	ZIFFEN...	Gor. str.	1 mi.		JADBINE, MATHESON & CO.	To-day, at Noon.
NORDPOL...	PAOTING...	Gor. str.	—		MELCHERS & CO.	On 2nd June, at 3 P.M.
NORDPOL...	LOONGMOON...	Gor. str.	—		BUTTERFIELD & SWIRE	To-morrow.
NORDPOL...	NIPPON...	Aust. str.	—		SANDER, WIELKE & CO.	On 4th June, at 4 P.M.
NORDPOL...	AMARA...	Brit. str.	—		P. & O. S. N. CO.	To-morrow, P.M.
NORDPOL...	WURU...	French	—		BRADLEY & CO.	On 24th Inst., at 3 P.M.
NORDPOL...	CALEDONIEN...	Gor. str.	—		JADBINE, MATHESON & CO.	On 27th Inst.
NORDPOL...	TRIUMPH...	Gor. str.	—		MELCHERS & CO.	On 30th Inst.
NORDPOL...	PROTEUS...	Gor. str.	—		BUTTERFIELD & SWIRE	On 31st Inst.
NORDPOL...	B. BJORNSEN...	Brit. str.	2 h.		SHEWAN, TOMES & CO.	To-day, at 10 A.M.
NORDPOL...	HAITAN...	Brit. str.	1 mi.		BRADLEY & CO.	To-morrow, at 4 P.M.
NORDPOL...	KANSU...	Brit. str.	—		JADBINE, MATHESON & CO.	On 27th Inst., at Noon.
NORDPOL...	YUNSIANG...	Gor. str.	—		MELCHERS & CO.	On 30th Inst., at 9 A.M.
NORDPOL...	ZAFIRO...	Gor. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
NORDPOL...	TEAN...	Brit. str.	1 mi.		SHEWAN, TOMES & CO.	On 30th Inst., at 3 P.M.
NORDPOL...	RUBI...	Brit. str.	1 mi.		JADBINE, MATHESON & CO.	On 2nd June, at 3 P.M.
NORDPOL...	SUNGKIANG...	Brit. str.	1 mi.		MELCHERS & CO.	About 31st Inst.
NORDPOL...	KAIFO G...	Gor. str.	—		BUTTERFIELD & SWIRE	To-day, at 9 A.M.
NORDPOL...	BUREKO...	Gor. str.	—		SHEWAN, TOMES & CO.	On 30th Inst., at 9 A.M.
NORDPOL...	LAISANG...	Brit. str.	—		JADBINE, MATHESON & CO.	On 2nd June, at 3 P.M.
NORDPOL...	HINSONG...	Gor. str.	—		JADBINE, MATHESON & CO.	On 2nd June, at 3 P.M.
NORDPOL...	TUILATIP...	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Java-China-Japan Line

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPON."

Captain Soich, will leave for the above places TO-MORROW, the 26th Inst., P.M.

For Freight or Passage, apply to

SANDER, WIELKE & CO.

Agents.

Princes' Building,

Hongkong, 20th May, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	On 26th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	On 16th June.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 18th June.
GLASGOW and LIVERPOOL	"AJAX"	On 25th June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 2nd July.
GLASGOW and LIVERPOOL	"STENTOR"	On 9th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 20th June.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, ARSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTSZE"	On 21st June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[9-10]

Hongkong, 22nd May, 1905.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHANGSHA"	On 25th May.
ILOILO	"SUNGKUANG"	On 26th May.
SHANGHAI	"PAOTUNG"	On 26th May.
CEBU and ILOILO	"WUHU"	On 27th May.
MANILA	"KAIFONG"	On 29th May.
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"TEAN"	On 30th May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU"	On 30th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 25th May, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

		SAILING DATES.
BAYERN	WEDNESDAY	7th June
ZIETEN	WEDNESDAY	21st June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHAENHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITTEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
BOON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNEISNAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	3rd November
SACHSEN	WEDNESDAY	22nd December
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 7th day of JUNE, 1905, at NOON, the Steamship "BAYERN", Captain Förster, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th June.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th May, 1905.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 31st May.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons WEDNESDAY, 21st June.
R.M.S. "TARTAR" ... 4,223 Tons WEDNESDAY, 5th July.
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons WEDNESDAY, 12th July.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 2nd Aug.
Hongkong to London, 1st Class via St. Lawrence 250, via New York 202 Intermediate on Steamers, 210, via 1st Class Rail 242.

THE magniloquent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9, Pall Mall Street.

[6]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND POET SAID.

Taking cargo at through rates to the BRAZILS, to SOUTH AMERICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"MARIA VALERIE".

Captain Borborovich will be despatched as above on THURSDAY, the 1st June, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, PRINCES' BUILDINGS.

Hongkong, 5th May, 1905.

[13]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, EGYP., MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH HILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA".

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this port on SATURDAY, the 3rd June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "India", 7,011 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silks and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt", due shortly to ready to produce on a large scale the Burmese Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashiro-machi Coal (Katsuragi).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 22nd May, 1905.

[11]

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"KENNEBEC".

will be despatched early in July.

For Freight & further information, apply to

STANDARD OIL COMPANY OF NEW YORK, OCEANIC FREIGHT DEPARTMENT.

Hongkong, 2nd May, 1905.

[118]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH, VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP & TOWBOAT CO. S.S. CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For Further Particulars apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

[118]

MAIL TABLES

FOR 1905.

POST OFFICE NOTICES.

The *Caledonian*, with the French mail of the 28th April, left Singapore on Monday, the 2nd inst., at 1 a.m., and may be expected here on or about Monday, the 25th inst. This packet brings replies to letters despatched from Hongkong on the 23rd March.

Mails for CANTON, SAMSHU and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.

A mail for MACAO per s.s. *Winghai* will be closed every week day at 5 p.m.

Mails for NAMTCO, SANHUE, KONGMOM, KUMCHUR, SAMSHU, WUCHOW, and CANTON will be closed every weekday, at 3 p.m. On Sundays the mails will be closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR PER DATE

	Zieten	Thursday, 25th, 8.00 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA (Supplementary)		
Kudal and Sandakan	Borneo	Thursday, 25th, 8.00 A.M.
Hollow and Haiphong	Gardinerichem	Thursday, 25th, 9.00 A.M.
Swatow, Amoy and Foochow	Hainan	Thursday, 25th, 9.00 A.M.
Bangkok	Paklai	Thursday, 25th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Monmouthshire	Thursday, 25th, 11.00 A.M.
Bangkok	Mackay	Thursday, 25th, 11.00 A.M.
Macau	Hemphill	Thursday, 25th, 1.15 P.M.
Holm	Sunckang	Thursday, 25th, 3.00 P.M.
Kongmou, Kuchuk, Shinhing and Talcung	Linton	Thursday, 25th, 3.00 P.M.
Shanghai, Yokohama and Kobe	Nappon	Friday, 26th, 11.00 A.M.
Macao	Hengpon	Friday, 26th, 1.15 P.M.
Shanghai	Patefog	Friday, 26th, 3.00 P.M.
Shanghai, Tsinan and Choofo	Loungnac	Friday, 26th, 3.00 P.M.
Manila	Zatian	Saturday, 27th, 11.00 A.M.
Macao	Hengpon	Saturday, 27th, 1.15 P.M.
Ningpo and Shanghai	Angra	Saturday, 27th, 2.00 P.M.

TO-DAY.

Sale, Stores, H.M. Naval Yard, Messrs. Hughes and Hough, 10 a.m.

Sale, Household Furniture, Sales Rooms, Mr. V. I. Reedies, 2.30 p.m.

Sale, Leasehold Property, Sales Rooms, Messrs. Hughes and Hough, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

23rd May.

ON LONDON.—

Telegraphic Transfer 1/10^tBank Bills, on demand 1/10^tBank Bills, at 30 days' sight 1/10^tBank Bills, at 4 months' sight 1/10^tCredits, at 4 months' sight 1/11^tDocumentary Bills, 4 months' sight/11^t

ON PARIS.—

Bank Bills, on demand 238

Credits, at 4 months' sight 344^t

ON GERMANY.—

On demand 194

ON NEW YORK.—

Bank Bills, on demand 461

Credits, 60 days' sight 364

ON HAMBURG.—

Telegraphic Transfer 141^t

Bank, on demand 142

ON CALCUTTA.—

Telegraphic Transfer 141^t

Bank, on demand 142

ON SHANGHAI.—

Bank, at sight 71

Private, 30 days' sight 72

ON YOKOHAMA.—On demand 92^t

ON MANILA.—On demand—Pesos—83

ON SINGAPORE.—On demand 54 p.m.

ON BATAYA.—On demand 113^t

ON HAIPHONG.—On demand 13 p.m.

ON SAIGON.—On demand 14 p.m. pu.

ON BANGKOK.—On demand 61^t

SOVEREIGN, Bank's Buying Rate 10.45

GOLD LEAF, 100 fine, per tael 54.55

BAR SILVER, per doz 27

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. Australian str. *Prinz Eugenius* left Kobe via Moji on Monday at 2 p.m., and may be expected here on Monday, the 25th May.

The I.G.M. str. *Willhelm* left Sydney on Saturday at 4 p.m., and may be expected here on Monday, the 25th June.

THE FRENCH MAIL.

The M.M. str. *Caledonian* left Singapore on the 22nd May, at 9 p.m., for this port via Saigon.

THE AMERICAN MAIL.

The P.M. str. *Korea*, from San Francisco to the 3rd May via Honolulu, leaves Yokohama for this port on the 23rd May, a.m., via Kobe, &c., and is due here on the 2nd June.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver on Monday, the 22nd May, p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The H.A.L. str. *Aberdeen*, from Hamburg, Rotterdam and Antwerp, left Singapore for this port on the 18th May, p.m., and may be expected here to-morrow, a.m.

The P. & O. str. *Aragonia* left Portland (Or.) on the 20th April, and is due here on the 27th May.

The P. & O. str. *Palma* left Singapore for this port on the 22nd May, at 1 p.m.

The O.S.S. & C.M. str. *Glaciers* left Singapore on the 23rd May at noon, and may be expected here on the 28th May.

The Indo-China str. *Nansung* left Calcutta for this port via the Straits on the 21st May, and may be expected here on the 6th June.

The Boston Tow Boat Co.'s str. *Lyra* arrived at Yokohama on the 5th April.

The Barber Line str. *Shimosa* left New York on the 13th April.

PASSENGERS.

ARRIVED.

Per *Zieten*, from Tientsin, &c., Messrs. Galloway, Armstrong, and Hegar.

Per *Manchuria*, from San Francisco, &c.

Rev. R. E. Armstrong, Messrs. L. C. Bishop, C. A. Black, Miss Douglas Bomar, Mr. and Mrs. C. M. Cotterman, Miss Anna Cotterman, Dr. J. L. Davis, Mr. R. G. Dick, Dr. W. F. Dulup, Mr. and Mrs. J. R. Douglas, Miss G. Douglass, Miss May Faurote, Mr. and Mrs. R. Edwards, Mrs. G. Ferguson, Dr. H. C. Fleming, Mr. O. H. Heier, Miss B. T. Hicks, Miss E. Howard, Mr. C. R. King, Mr. and Mrs. G. W. Kline, Mr. and Mrs. A. Hogan, Rev. P. McHale, Mr. Thos. E. Morris, Mr. and Mrs. S. Silverstone, Messrs. M. D. Silverstone, Mr. and Mrs. A. Sprout, Miss Aliza Sprout, Miss Emily Sprout, Miss Martha Sprout, Miss J. G. Sweeney, Miss Sue Sweney, Mr. and Mrs. A. A. Van Vorhis, Mr. R. J. Van Vorhis, Mr. A. C. Vrooman, Mrs. B. P. Wheat and son, Messrs. E. Waterhouse, B. G. Holt, J. R. Elliott, B. N. Graham, W. U. Caldwell, A. J. Cowdray, E. Buto, F. Roberts, Mrs. G. Bradley, Mrs. A. R. Eddy, Mrs. E. T. McCormick, Mr. and Mrs. H. S. Newton, Messrs. W. B. Wells, E. J. Byrne, A. J. Ahunt, H. H. Gangrawilla, G. W. Beattie, K. Soko, Capt. C. C. Sui, U.S.A., Mr. Goo, Watson, Mrs. S. P. Watson, Mr. and Mrs. F. M. Hutchinson, Mrs. K. M. Yamashiki, S. Yamato, W. S. Yoon, and K. Zeitz.

For *Athenian*, for Vancouver, &c., Mons. R. M. Peignot, Messrs. John Reed, G. W. Evans, S. B. Evans and child, Mr. P. Hunter, Miss Hunter, Mr. J. F. Martin, Mrs. Raymond, Messrs. D. H. Sibley and child, Messrs. A. B. Best, Louis Long, J. K. Turnbull, Mr. and Mrs. W. A. Ward, Miss Grace A. Caulter, Messrs. R. N. Clark, P. Miller, Capt. and Mrs. D. M. Fonte and infant, Messrs. J. C. Gerard, J. L. Dalton, B. M. Sullivan, Mr. and Mrs. P. Soden, Carl E. Lundberg, Patrick Egan, Misses Tunon, Martin and Tuvado, Lieut. J. D. Long, Capt. and Mrs. M. S. Jarvis, Messrs. T. L. Johnson, H. H. Miles, F. J. White, W. Pugh, E. A. Yates, Frank Rohly, Ernest Young, Thomas Gardner, T. G. Smith, P. Eszagumb, J. E. Gibson, N. Teertham, Mrs. Hardy, Messrs. H. G. Moore, F. Milne, L. C. Rees, Miss A. Wallace, Messrs. J. H. Holmes, E. A. Long, A. W. Patte, R. Pardon, Kestoff, Ohta, Nagai, Miss Sharples, Mr. and Mrs. Sharpe, Mr. and Mrs. McCabe, and infant, Mr. and Mrs. Shaw.

Per *Zieten*, from Bremen, &c., Mr. J. D. S. Anderson, Baron von Bulow, Misses Behrens, &c.

THE HONGKONG DAILY PRESS, THURSDAY, MAY 25TH, 1905.

Milkmaid BRAND Milk Guaranteed Full Cream. Largest Sale in the World.



See this TRADE MARK on every Tin.

76

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM MIDDLEBOURGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Bucknall Line Steamship

"MANICA."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared before the 29th Inst., will be subject to rent.

All ship-damaged packages must be left in the Godown and notice of same sent to this Office before the 1st prox., or claims in connection therewith will not be recognized.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Agents Hongkong, 22nd May, 1905.

1282

NOTICE TO CONSIGNEES

FROM MIDDLEBOURGH, ANTWERP AND LONDON.

THE Steamship

"MONMOUTHSHIRE."

Captain G. E. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 29th Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 29th Inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO.

Agents Hongkong, 23rd May, 1905.

1281

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLEBROTH, LONDON AND STRAITS.

THE Steamship

"GLENSTEAL."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 29th Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 29th Inst., at 2.30 P.M.

No Fire Insurance will be effected.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGRIGOR BROS. & GOW.

Hongkong, 22nd May, 1905.

1270

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HECTOR."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd Inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.